

Finow Airfield

25X1

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DATE PREPARED 27 August 1952

PAGES \_\_\_\_\_ ENCLOSURES (NO. &amp; TYPE) \_\_\_\_\_

REMARKS \_\_\_\_\_

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1. The following air activity was observed at Finow airfield between 4 and 9 July 1952: 25X1
- 4 July. Between 9 a.m. and noon, a twin-engine plane with a double rudder assembly aloft in the vicinity of the field. The plane did not tow an air sleeve. During the same time, about 10 MiG-15 or type 29 planes crossed [redacted] at intervals of 20 to 25 minutes coming from the direction of Finow, A MiG-15 flying at an angle of about 45 degrees simulated two attacks at the twin-engine plane. Subsequently, the MiG-15 flew over the twin-engine plane. Six 25X1 MiG-15 or type 29 planes were also observed flying in formation. They formed two V formations, the second one flying left and aft of the first formation at a distance of about 50 meters. The intervals between the individual planes of each formation were about 30 meters.
- 5 July. Flying was observed in the morning. No flying was practiced in the afternoon.
- 6 July. There was no flying. Between noon and 1 p.m., 6 single-engine, low-wing monoplanes and 34 MiG-15 or type-29 planes, including the alert flight, were counted at the field. An additional 10 or 11 MiG-15 or type-29 planes were estimated there.
- 7 July. At 7:15 a.m., four MiG-15s flew in a right four finger formation, the intervals between the individual planes being about 5 meters. At 7:30 a.m., three MiG-15s or type-29 planes flew in V formation. The seven aircraft landed at 7:30 a.m. At about 11:30 a.m., a twin-engine plane with double rudder assembly towed a sleeve target at which a MiG-15 simulated attacks. Another 10 MiG-15s or type-29 planes, which took off at intervals of about 20 minutes, also simulated attacks at the air sleeve.
- 8 July. Between 7 and 10 a.m., there was individual flying by about seven MiG-15 or type-29 planes over Finow. A formation of 16 MiG-15 or type-29 planes was observed over Finow at an altitude of about 4,000 meters.
- 9 July. No flying was observed in the morning. At 4 p.m., twenty-three MiG-15 or type-29 planes took off, crossed Finow in a group wedge formation and landed 25X1 at 4:35 p.m.

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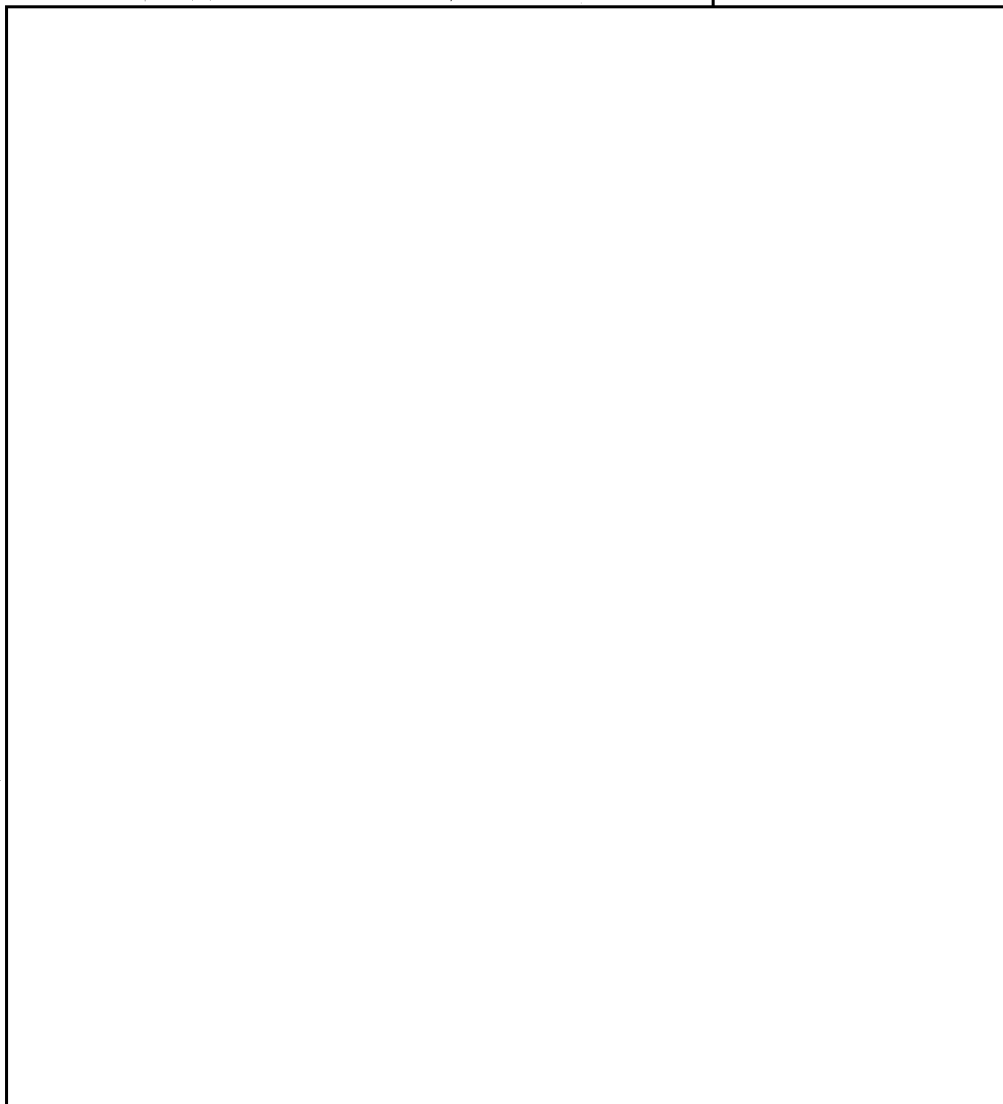
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3. The following air activity was observed at the field between 7 and 18 July:  
 7 July. Between 8:30 a.m. and 7 p.m., there was individual and formation flying by MiG-15s. A twin-engine plane towing a sleeve target was repeatedly attacked by a MiG-15.

8 July. At 10:30 a.m., a formation of 24 MiG-15s crossed Buckower Lake at an altitude of 4,000 to 5,000 meters coming from Finow. About 11 a.m., the formation returned from the north at an altitude of about 3,000 meters and landed at Finow airfield. Between 10:30 and 11:30 a.m., another eight MiG-15s were aloft at the same time. The planes were fitted with auxiliary fuel tanks. Between 9:30 and 10:30 p.m., individual flights were made by conventional planes which remained aloft for 10 to 12 minutes.

9 July. Between 4 and 8 p.m., take-offs were made by groups of eight MiG-15s with intervals of about 100 meters between the individual planes. The 8 planes assembled in two formations of four which flew in line abreast. At the same time, two other groups of four MiG-15s each were aloft and practiced local flying in one line. (1) [REDACTED] 25X1

10 July. Between 6 and 7 p.m., MiG-15s took off in elements of two and remained in the air for about 20 minutes. (1) Aircraft observed at the field included 31 MiG-15s with the alert flight, 1 Po-2 and 4 single-engine planes which were counted and an estimated additional 20 MiG-15s. 25X1

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11 July. At 5:15 p.m., a MiG-15 took off, made five dives from an altitude of 2,500 meters and 100 meters and landed after 20 minutes.

14 July. Between 9 a.m. and 4 p.m., individual take-offs were made by MiG-15s which made large local flights for 10 to 12 minutes at an average altitude of 1,000 meters. After 7 p.m., there was night flying by MiG-15s without position lights. Take-offs were made at intervals of about 20 minutes. Flying still continued at 10:30 p.m.

16 July. Between 3 and 11:30 p.m., individual take-offs were made by MiG-15s at intervals of 20 to 25 minutes. The planes headed east and returned after about 15 minutes.

17 July. From 6 p.m. to 7:35 a.m. on the next morning, flying was practiced by MiG-15s which usually took off in elements of two and sometimes individually. Some planes made local flights, others headed east. The planes remained aloft for about 15 and 30 minutes respectively.

18 July. [redacted] two MiG-15s [redacted] were aloft during the morning. (1) Aircraft counted at the field included 42 MiG-15s with the alert flight on the northern edge of the field and 6 single-engine planes. Additional MiG-15s and single-engine planes having numbers which could not be identified were parked at the field.

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4. On 14 July, a small searchlight probably to guide landing planes was installed at the field. [redacted] this searchlight rotated while a plane came in to land at the field. Near the searchlight there were 2 tents, each 3 meters high, and nearby there were soldiers having service color which could not be identified. A truck which moved to the tents was occupied by 12 soldiers wearing black-bordered blue epaulets. (2)

5. Between 5 and 13 July, 6 x 37-mm AA guns were observed in the south-eastern corner of the field. Near the AA-gun emplacement there were 12 tents and a newly erected shed in the vicinity of which soldiers wearing red-bordered black epaulets were observed. (3)

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(2) It is known from available information that searchlights are used as direction indicators.

(3) The report confirms the location of the AA gun emplacement in the southeastern section of the field. [redacted]

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(4) The concordant statements on air activity [redacted] indicate that individual and formation flying is systematically practiced at Finow airfield day and night.

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